

68TH CONGRESS }
2d Session }

SENATE

REPORT
No. 1199

BRIDGE ACROSS THE WHITE RIVER, ARK.

FEBRUARY 17 (calendar day, FEBRUARY 21), 1925.—Ordered to be printed

Mr. SHEPPARD, from the Committee on Commerce, submitted the following

REPORT

[To accompany S. 4306]

The Committee on Commerce, to whom was referred the bill (S. 4306) granting the consent of Congress to R. L. Gaster, his successors and assigns, to construct a bridge across the White River, having considered the same, report favorably thereon, and recommend that the bill do pass without amendment.

The bill has the approval of the Departments of War and Agriculture as will appear by the annexed communications.

WAR DEPARTMENT, *February 18, 1925.*

Respectfully returned to the chairman Committee on Commerce, United States Senate.

So far as the interests committed to this department are concerned, I know of no objection to the favorable consideration of the accompanying bill, S. 4306, Sixty-eighth Congress, second session, granting the consent of Congress to R. L. Gaster, his successors and assigns, to construct a bridge across the White River.

As the navigable portions of the White River do not lie within the limits of a single State, the consent of Congress is required under section 9 of the river and harbor act of March 3, 1899 (30 Stat. 1151), for the construction of a bridge thereover.

JOHN W. WEEKS, *Secretary of War.*

DEPARTMENT OF AGRICULTURE,
Washington, February 19, 1925.

HON. WESLEY L. JONES,
Chairman Committee on Commerce, United States Senate.

DEAR SENATOR JONES: I have received your letter of February 14 transmitting a copy of Senate bill 4306, with request for such suggestions as the department may deem proper touching the merits of the bill and the propriety of its passage.

This bill would authorize R. L. Gaster and his successors and assigns to construct, maintain, and operate a bridge and approaches thereto across the White

River at or near the town of Augusta, Woodruff County, Ark. The site of the proposed structure is on the system of Federal-aid highways approved for the State of Arkansas. The bridge undoubtedly will be a toll bridge, but provision is made in the bill whereby it may be acquired at any time by the State or any political subdivision or division thereof within or adjoining which it is located, by agreement or by condemnation, by the payment to the owners the reasonable value thereof, which shall not in any event exceed the construction cost thereof. Although the department would prefer to see a free bridge constructed at this point, it has no objection to offer to the bill, in view of the provision made therein whereby the State or its subdivisions may acquire the bridge at any time on a basis which shall not exceed the cost of its construction.

Sincerely,

HOWARD M. GORE, *Secretary.*

